

becoming California Superior Court Judge for Napa County in 1979. Judge Champlin also served as a Justice Pro Tem for the California Court of Appeals First Appellate District in 1996 and 1998.

The Napa County community has recognized Judge Champlin for his great work numerous times. In 1987 he was named the Napa Citizen of the Year by the Napa Chamber of Commerce and KVON Radio. He was named a Silver Beaver by the Silverado Council of the Boy Scouts of America in 1985 and was likewise granted the Award of Merit by the Napa District of Boy Scouts in 1984.

Judge Champlin has been a dedicated family man throughout his life. He has been married to Lynne McWilliams for 34 years and together they have two children, Christopher and Catherine Champlin.

Clearly, Mr. Speaker, Philip Champlin has been an outstanding lawyer, judge and citizen. Our Napa Valley community has been fortunate to have such a dedicated and distinguished man serve us throughout the last three decades. It has been my honor, first as a State Senator and now as a Congressman to represent Philip Champlin. For these reasons, I move that we officially honor Judge Philip Champlin for his meritorious service to the people of Napa County, California.

CENTRAL NEW JERSEY RECOGNIZES THE JAMESBURG VOLUNTEER FIRE DEPARTMENT'S 100TH ANNIVERSARY

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 25, 2000

Mr. HOLT. Mr. Speaker, I rise today in recognition of the Jamesburg Volunteer Fire Department's 100th anniversary. Over the last century, the members of this organization have made a tremendous contribution to their community by protecting their residents and assisting other local departments.

On March 19, 1900, a special meeting was held at the Jamesburg Borough Hall to discuss fire protection in Jamesburg. At this time, the Borough had allocated \$666 for fire protection. At this meeting, it was determined that there was a need to create a permanent organization to provide fire protection and prevention in the Borough of Jamesburg; The organization was named "The Jamesburg Fire Protective Association."

The next month, arrangements were made for the purchase of a Holloway Double Fifty Gallon Tank Chemical Engine for \$1,440. Later that month, an organizational meeting was held, and 55 volunteers attended to offer their services. The name of the organization was changed to "Jamesburg Fire Co. No. 1." The first fundraising event was held on May 15, 1900, and was a huge success, raising over \$100. The same night as the organizational meeting, the company responded to its first call—a fire that destroyed a local barn.

To summon the volunteers for a fire call, an alarm system was needed. The first was a flange of the rim from a locomotive wheel that was sounded by being stricken with a sledge hammer. This system proved inadequate and the company purchased a 1,100-pound bell in November of 1901. The alarm system was

electrified in 1914 by placing an automatic striker in the bell.

Starting in 1901, local youth were allowed to assist the department by carrying water in pails to the scene of the fire. These youths affectionately referred to as the bucket brigade. The tradition still exists today in the form of a Junior Membership Program that allows individuals between 16 and 18 years of age to join the department and learn the skills of firefighting in preparation for becoming certified firefighters.

In 1982, the Borough of Jamesburg formed a fire district, allowing the department to receive some funding through a fire tax. Today, the Jamesburg Volunteer Fire Department is a completely volunteer staffed department that upholds the pride and tradition of their founders. In addition to providing fire protection in the borough, the department is contracted to respond to calls in Monroe Township and a stretch of the New Jersey Turnpike.

I urge all of my colleagues to join me in recognizing the accomplishments of the Kingston Volunteer Fire Company.

AUTHORIZING EXTENSION OF NON-DISCRIMINATORY TREATMENT (NORMAL TRADE RELATIONS TREATMENT) TO PEOPLE'S REPUBLIC OF CHINA

SPEECH OF

HON. PATSY T. MINK

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 24, 2000

Mrs. MINK of Hawaii. Mr. Speaker, I rise in opposition to H.R. 4444.

Giving China permanent normal trade relations with the United States gives up a valuable tool for protecting the human rights in China. It assures China that it can take American jobs through low wages and forced labor.

In the auto industry GM has admitted that GM plans to increase its use of China-made parts in its Shanghai facility from 40 to 80 percent. Those parts will replace parts made in America. The manufacturing jobs will move from the U.S. to China.

REI announced this month that it is closing its Seattle clothing plant to open a plant in Mexico. REI credits NAFTA for the move. As a result of NAFTA 325 jobs have now moved to Mexico for a simple reason: The Mexican workers will be paid \$50 per week. This is a foretaste of what is to come with PNTR especially with Chinese workers earning 25 cents per hour.

Chinese workers have little in the way of rights. Chinese workers are prohibited from freely organizing labor unions and any signs of discontent are punished.

A demonstration last week in Liaoning by 5,000 workers and retirees over unpaid wages and pensions was met by 1,000 police who forcefully broke up the demonstration, beat 50 people and arrested the organizers. That is the usual Chinese government reaction to workers seeking justice.

The Chinese government operates 1,100 factories, farms and other facilities which use forced labor. U.S. law prohibits the importation of goods made by forced Labor, but the goods are widely believed to enter this country. Harry Wu, who spent 19 years in the forced labor

system, has brought 28 complaints about these imports. The State Department's Report on Human Rights for 1999 states that whenever the U.S. Customs has identified illegal goods, China simply ignores or denies the allegation. We cannot expect any U.S. firm to be able to compete against manufacturers using forced labor.

Increased trade has not helped improve human rights in China. According to the State Department's Human Rights Report for 1999 released in February, 2000, "A crackdown against a fledgling opposition party, which began in the fall of 1998, broadened and intensified"; "tens of thousands of members of the Falun Gong spiritual movement were detained. . . . several leaders . . . were sentenced to long prison terms . . . and hundreds of others were sentenced to reeducation through labor"; "child labor persists"; and "poor enforcement of occupational health and safety regulations continues to put workers' lives at risk." A single sentence in the Report sums up China's human rights record: "Abuses included instances of extrajudicial killings, torture and mistreatment of prisoners, forced confessions, arbitrary arrest and detention, lengthy incommunicado detention, and denial of due process."

H.R. 4444 is indeed a trade bill. It trades American jobs and Chinese human rights for a chance for profits from China. That is a trade I am not willing to make, and urge Members to vote against the bill.

TRIBUTE TO THE HONORABLE JEFFREY A. KELLOGG, OUTGOING LONG BEACH CITY COUNCILMAN AND CHAIRMAN OF THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 25, 2000

Mr. HORN. Mr. Speaker, today, I want to pay tribute to the Honorable Jeffrey A. Kellogg, for his 12 years of distinguished public service as a Long Beach City Councilman and Chairman of the Alameda Corridor Transportation Authority.

On July 18th, Councilman Kellogg will leave public office and his position with the Alameda Corridor. He will be truly missed by his colleagues and the Long Beach community for his steady leadership, vision and calming influence.

Councilman Kellogg has represented the City of Long Beach on the Alameda Corridor Transportation Authority Governing Board since it was formed in 1989 to oversee design and construction of the Alameda Corridor rail cargo expressway. He has served as Chairman three times, including during the project's critical early stages. Councilman Kellogg is the only member of the Alameda Corridor Transportation Governing Board to have served since its inception.

In 1995, Congress recognized the Alameda Corridor as "a project of national significance." The Ports of Long Beach and Los Angeles comprise our nation's busiest port complex, and cargo volumes are projected to triple by 2020. The Alameda Corridor will link the ports to the transcontinental rail yards near downtown Los Angeles, creating a more efficient